

Ballard Municipal Center

DRAFT
MASTER PLAN

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City of Seattle

Executive Services Department
Ballard District Council

Credits

City of Seattle: NPO, ESD, Parks Dept, Seattle Public Library, City Light,
SPU,
DCLU/City Design.
Ballard District Council: Crown Hill/Ballard/Planning Association, BMC
Steering Committee
Seattle Public Library and Committee for New Ballard Library

Consultant: Zimmer Gunsul Frasca Partnership

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Introduction

The Ballard Municipal Center (BMC) is the priority element that emerged from the recent Ballard/Crown Hill Neighborhood Plan. It envisioned a project that met several goals: create critically needed open space, increase the supply of housing, improve access to City services, spur economic development in the core of a hub urban village, and provide a focal point for transportation improvements. The BMC is intended to be a key part of the foundation for achieving a healthy, vibrant urban core. It would bring together well-used public services, a new Library, an urban park, retail, and new mid-rise residential units into a “center piece” venue that would be pleasant to visit and easy to access.

This Ballard Municipal Center Master Plan identifies sites for a new public park, neighborhood library and city service center and establishes design criteria and guidelines for the development of a six block area in the heart of Ballard. This plan responds to a need for open space to serve the Central Ballard Urban Village Area and implements the priority recommendation of the Ballard/Crown Hill Neighborhood Plan adopted by City council in 1998. This plan is intended as a catalyst to encourage high quality public and private investment in the core of the urban village, as initially envisioned in the Seattle Comprehensive Plan.





Aerial photo of project area looking northwest

The preparation of this plan was guided by the Ballard Municipal Center Steering Committee comprised of City, library and community representatives. Input was also received at several public meetings during the development of this plan. The public meetings were coordinated with public meetings on the library site selection sponsored by the Seattle Public Library Board to benefit this information and interaction. Copies of draft documents have been distributed to interested community members and available for review at the Neighborhood Service Center.

This plan covers an area of approximately 30 acres, ten acres of which include existing streets or land planned to be in public ownership in the near future (for the park, library and neighborhood service center). The area extends from 20th Avenue NW to 24th Avenue NW and from NW 56th Street to NW 58th Street, including abutting properties. Currently, the area is zoned primarily for mixed use commercial development with a 65 foot (NC) height limit. Some multi-family residential zoning exists along the northern edge. The current uses are predominantly single story retail buildings and surface parking.



The master plan establishes design criteria for a new neighborhood park..

This plan focuses on transforming a relatively underdeveloped area into an area of higher development density with a distinctive civic character. When developed, the planning area should complement Market Street and the Ballard Avenue Landmark District. This plan preserves the development capacity under existing zoning while encouraging a development pattern and quality that contributes to the unique character of Ballard.



delightful streets...

This plan is organized into three elements: the park, streets, and buildings. The park element includes a design program identifying park elements and design criteria. The street element establishes a consistent design framework and identifies elements of continuity and differentiation which balance the needs of pedestrians, motorists, and service. This is integrated into a proposed street master plan. The building element emphasizes applicable design guidelines and preferred departures under the City's Design Review: Guidelines for Multifamily & Commercial Buildings and recommended code modifications.

Implementation of this plan will require a partnership between the City, community, and public and private developers. This plan provides a framework for incremental development while identifying common elements, implementation priorities and opportunities to accomplish the goals of this plan.



and high quality development.

GOALS and OBJECTIVES

Goals and objectives for this plan were developed by the Steering Committee. These goals and objectives are intended as touchstones to guide the development, implementation and future modifications of this plan.

The goals for this plan are to:

- Provide **gathering** space(s)
- Reflect Ballard's **history**
- Emphasize **'green'**
- Support **vibrant** activity
- Provide **delightful** features
- Make streets **comfortable** for the pedestrian
- Emphasize **connecting** characteristics
- Ensure a **flexible** configuration(s)
- Establish and clearly define **public space**
- Promote **quality** in the built environment

The objectives of this plan are to:

- Establish a new and distinctively civic, pedestrian-oriented environment.
- Encourage non-market driven development, such as affordable housing and cultural uses.
- Apply guidelines and criteria to all new developments (park, streets & buildings).
- Emphasize clear connections between the park, library, Market Street and the surrounding neighborhood.
- Provide a safe pedestrian environment by calming vehicular traffic patterns.
- Develop and implement consistent streetscape standards that help extend presence of the library and park into the surrounding neighborhoods and districts.
- Promote high quality architecture that complements the civic character of the area.
- Anticipate and encourage unique and desirable institutional and commercial development fronting the park.
- Complement Market Street and the Ballard Avenue Landmark District by creating an area with a distinctive character.
- Encourage development of smaller affordable residential units.
- Fund costs of infrastructure improvements through public and private development.
- Provide an environment that is welcoming in both the sun and rain, night and day.

MASTER PLAN

Background

This plan creates a civic district and identifies sites for a park, library and neighborhood service center in Ballard's core urban village area. This plan also recommends design criteria and guidelines for the park, streets and buildings. The municipal center concept emerged in the neighborhood planning process and will be realized with significant new public investments in the park, library and city service center. Under this plan, these investments will be supported by both new and existing institutions (e.g. Leif Erikson hall, St. Luke's Church, library) and a consistent new streetscape design. Although the municipal center image will be directly associated with the park, library and other civic buildings, the civic character of the district should be common to the entire plan area.

The area is predominantly zoned for commercial development (NC3) with a 65' height limit. This zoning is intended to create a 'pedestrian-oriented' retail and service district. Single use residential buildings are only allowed as a conditional use. This district may serve the surrounding neighborhoods, the larger community or citywide clientele with a wide range of retail businesses, as well as offices and business support services. This plan suggests code modifications and allowable departures that will preserve the existing development capacity and achieve a better and more appropriate fit to the community.

BALLARD MUNICIPAL CENTER PROGRAM

Ballard Library Replacement

The current 7,296 sq. ft. library is located at 5711 24th Avenue NW with an adjacent surface parking lot. The Libraries for All program calls for replacement of the current library with a new 15,000 sq. ft. building at a cost of \$6.5 million. The Library will not select its site until after the Master Plan is completed. The Master Plan evaluated various alternatives within the Municipal Center planning area such as the current Safeway, the Viking Bank, U. S. Bank, Bartells, and the Fabric Store as potential locations for either the Library or other parts of the Neighborhood Center. The expanded library is expected to open in 2002.

Construction of New 1.5-Acre Park

Two alternative sites for a new 1.5-acre park were evaluated, including the current Safeway site, or split into two areas: one .9-acre area in the Safeway/QFC block and a 0.7-acre area on either the current Viking Bank, or the Fabric Store site. This evaluation resulted in the Safeway as the recommended site. The design of the park will take place in 2001 and could be constructed in 2003 if funding becomes available.

QFC Site

The Master Plan strongly encourages a mixed use project (retail with housing above and parking mostly below) on the current QFC site. This sort of project will add to the density of the Municipal Center area and provide a more compatible edge to the new park than the blank wall that currently exists. This could be designed in 2000-2001 with construction in 2002 and occupancy be early 2003.

Neighborhood Service Center (NSC) Relocation

The 1999 Community Center Levy provided funding for a new Ballard Neighborhood Service Center, to replace the leased space on NW Market Street. This facility is expected to also accommodate a Community Policing Center, Magistrate and community meeting space. The NSC is proposed to be approximately 4,000 square feet.

Analysis

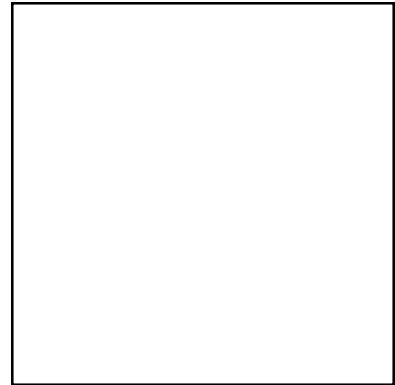
The streets in the plan area and surrounding Ballard core area exhibit diverse characteristics. Market Street is the primary retail street. The continuity of the street wall and storefronts, broad sidewalks and landscaping and pedestrian amenities make Market Street Ballard's signature street. This image is supported by the location of Bergen Place on Market Street as Ballard's central square.

The avenues in the Ballard Avenue Landmark District follow the railroad and the shoreline geometry at approximately 45 degrees to the city's street grid. Only alternating avenues north of NW Market Street were developed, resulting in long east/west blocks that restrict north south movement. Mid-block crossings have developed at the old Carnegie Library and the Ballard Square Building to make up for this. Since 24th Avenue NW carries heavy traffic loads and is difficult for pedestrians to cross and 20th Avenue is less central to the area, 22nd Avenue NW provided the best site for new civic buildings. 22nd Avenue NW also ties directly to Bergen Place and the historic district.

East/west streets currently serve as a "back door" to NW Market Street as well as providing service, parking and local access. 57th Avenue NW is more of a through street leading to the Post Office. The residential in character further north begins at 58th Avenue NW.

Two assumptions influenced the development of planning alternatives: 1) a new park will be located on the existing Safeway site, and 2) the QFC food store will remain in its current location and may be redeveloped with retail, housing and structured parking. The Safeway location for the park serves both the residential and commercial areas and presents the best opportunity to secure a single large parcel of property.

The Steering Committee stressed the importance of reflecting the character and history of Ballard in this plan. In addition to the Scandinavian and Northern European traditions, fishing and other maritime activities were considered important and relevant. The many masonry, often brick, buildings were identified as characteristic of the area and reflective of Ballard's informal, blue collar tradition. It was felt that the public areas should exhibit craftsmanship, quality and natural materials.



Central Ballard's blocks are long with few opportunities to circulate north and south.



Ballard Waterfront/ Maritime activity.

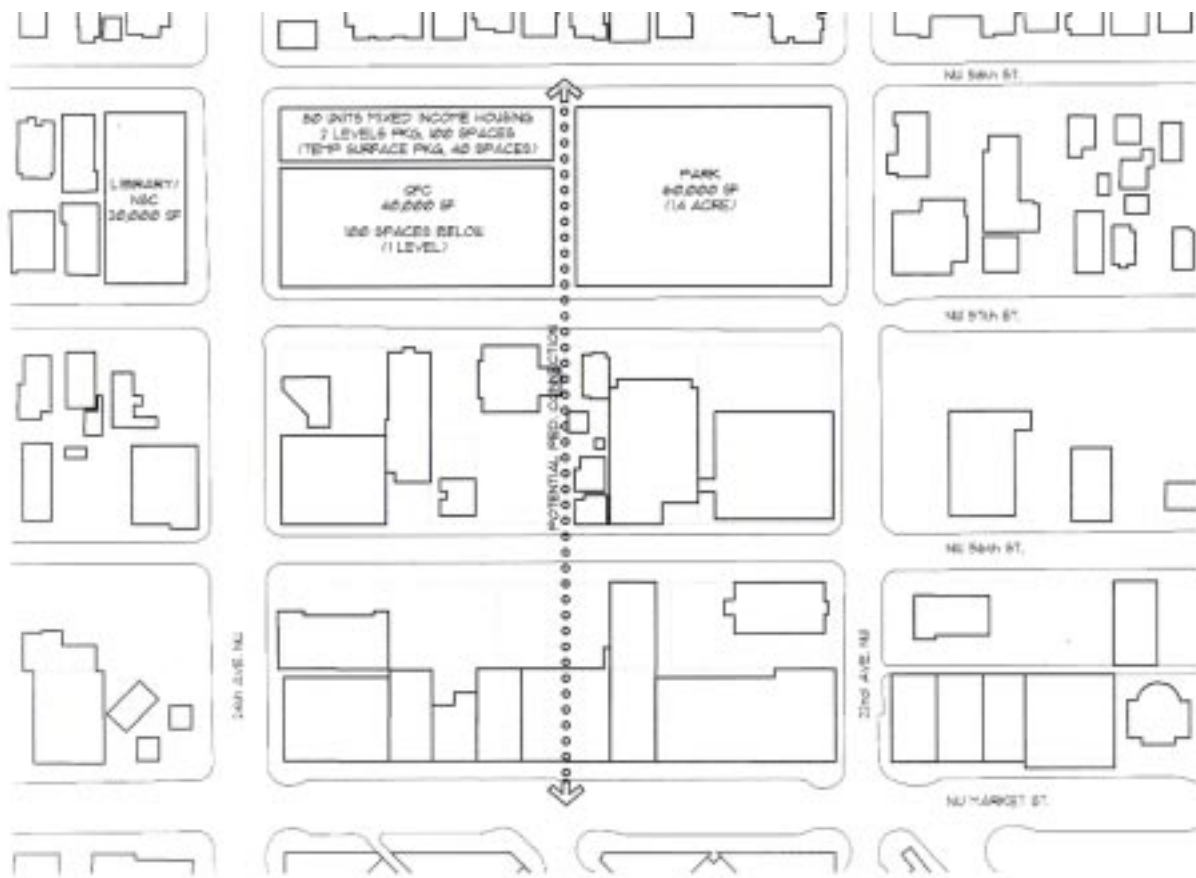


Photo of historic Ballard.

Park and Library Location Alternatives

Eight alternatives were developed that illustrated locations for the new city neighborhood service center and library. These included keeping the library on the existing site, and locating the library on the Safeway site. Opportunities for future expansion of the park beyond the Safeway property, were also considered and highlighted in each alternative. Concerns about pedestrian access to the current library site and the library's concern about becoming the defacto park stewards eliminated some alternatives. A preferred alternative was selected by the steering committee through several meetings and the application of six criteria: expansion, availability, accessibility and visibility, cost, security and centralization of activities.

This preferred alternative provides two optional locations for the library, each of equal merit and located on 22nd Avenue NW. The options locate this building either directly south of the park on a site currently leased by the Bartell drug store, or on the opposite corner to the southeast on the site currently leased by US Bank. In each option, the library is combined with the neighborhood service center. The community desires that the existing businesses such as Bartell's or US Bank, should be relocated in the immediate area.



Alternatives included maintaining the existing library site (Alt A)...



and mid block sites (Alt E).

Master Plan Vision

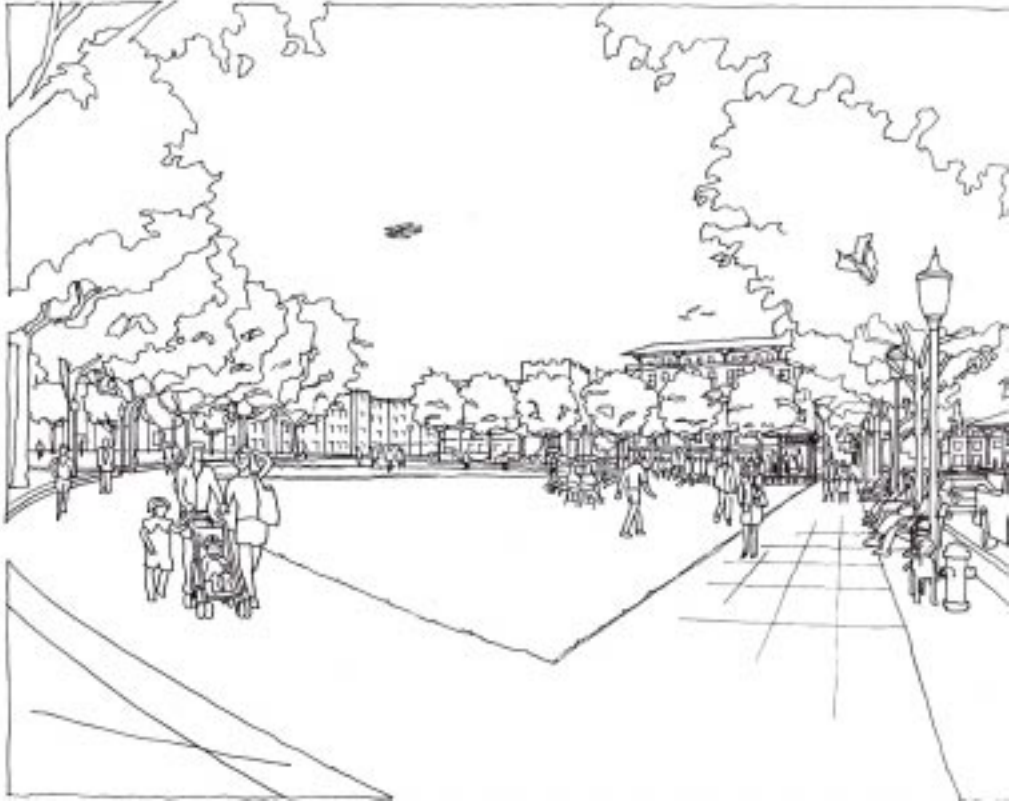
This plan envisions a new ‘center’ for the community that will be realized by designing and building to standards and guidelines for three primary development elements: park, streets and buildings. Specific goals and objectives for the plan were developed to guide these designs.

A new park is the centerpiece of this vision. In general, the park should be characterized by a broad lawn for public gatherings and linked to the surrounding neighborhoods by pedestrian friendly sidewalks. One potential park plan, in the shape of a sextant that references Ballard’s maritime heritage, has been suggested as a design theme. Other design elements in the park should create areas for passive recreation and seating overlooking public gatherings or events. The ‘Park’ section further details that were recorded in this and previous planning efforts.

A clearly identifiable and consistent streetscape will help extend the park to the surrounding neighborhoods and leverage the investment. A framework for flexible application of design elements is intended to encourage different types of high quality development yet maintain the right amount of continuity. For example, columnar street trees are recommended on the north-south avenues to allow clearer sight lines to the park. In contrast, dense plantings are suggested on east west streets to complement the potential residential uses where pedestrian volumes may be lighter.

This plan envisions a co-located new library and neighborhood service center on 22nd Ave NW, either directly south or southeast of the park. This location would benefit from proximity to the park and Market Street. Underground parking would allow the library to have a landscaped forecourt extending the character of the park along 22nd Avenue NW. In addition to the new library, the plan proposes that townhouses, with retail behind and parking below, are the most appropriate development directly fronting the park to the west.

In general the plan proposes a mix of commercial and residential development that is characteristic of the current zoning. However, an uninterrupted base of retail uses throughout the area is not envisioned. Instead, a mix of both mixed use, residential, commercial, cultural and civic uses is desired. Residential developments that provide units that directly access the public street are preferred since they help enliven the street environment. Overall, the area is intended to have a civic quality while accommodating a variety of uses and activities giving the area a vitality 12 hours a day.



View of proposed park viewing east on NW 58th Street.



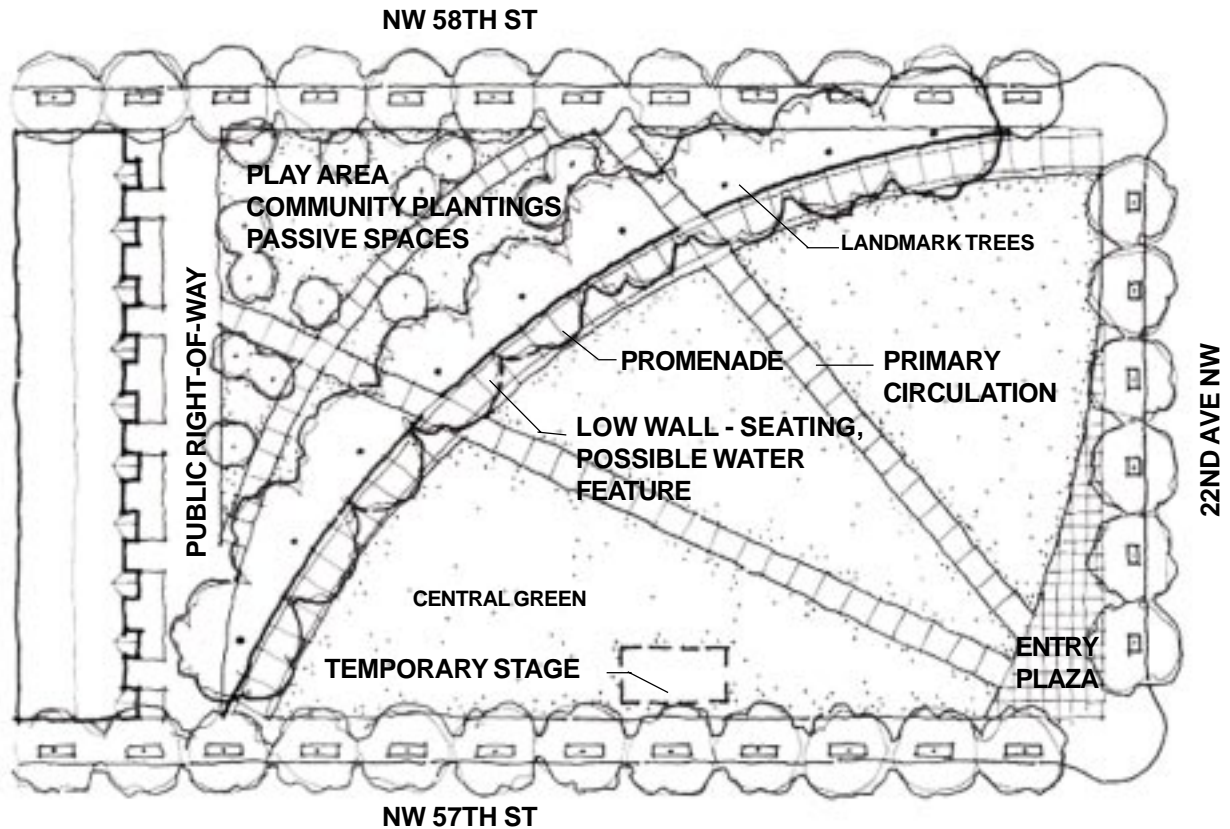
View of typical street with improvements.

PLAN ELEMENTS

The Park

Concept

This plan recommends the creation of a new public park featuring a large lawn usable for a variety of activities ranging from individual relaxation or play to civic gatherings, festivals and/or public concerts.



This plan illustrates a potential park design with desirable features.

General Design and Circulation

The park should be designed for general and flexible uses, not specific single use activities such as basketball. An overall theme for the park design should reference Ballard's history. A large central promenade should be central to this design. To maximize the green space and perceived size of the park the circulation should utilize the perimeter street sidewalks. Secondary circulation should be left to the discretion of the park designer. Primary paths should have a 6' minimum and 12' maximum width. Small 'meditative' spaces should be included where possible.

Landscaping

The park should provide a singular planting theme with abundant plant material. Five primary types of plantings are recommended: lawn, trees, shrubs, ground cover and annuals. A large flexible-use lawn space should provide the central organization of the park design and include variable topography. Large trees, both deciduous and conifers are particularly important since they are rare in the Ballard neighborhoods. However, conifers should be limbed high to avoid dark areas. Planting types and locations should support the intended park activities. Low dense plantings should not be used where they prevent quick visual surveillance. Space should be included for interactive plantings to be sponsored by volunteers. Careful attention must be paid to design and construction details such as providing adequate slope and proper subbase to allow the large lawn area to drain well.

Furnishings, Lighting, and Neighborhood Kiosk

The design of the park furniture should be at discretion of the final park design process. Opportunities to coordinate with streetscape standards should be carefully considered to help extend the image of the park to surrounding streets. Bicycle racks should be restricted to the perimeter of the park, preferably in the street furnishing zone. Litter and recycling receptacles should be provided consistent with streetscape standards. Abundant pedestrian light fixtures consistent with streetscape standards will be important to encourage use of the park in the evening and late winter afternoons. Public art is encouraged to be realized through furniture projects.



The park should have a maritime reference such as the geometry of a sextant



A community information kiosk should be included in the park design.



The park should provide a venue for community concerts...



individual play...



and seasonal celebrations.

Some particular furnishings should occur at a consolidated urban plaza location: drinking fountain, game surfaces (e.g. chess), community information kiosk, directional and informational signs. In addition, the design should allow for a small food vending kiosk with moveable chairs and a neighborhood kiosk to advertise events. Maintenance/rotation of kiosk information should be the responsibility of the BDC/NSC and/or Library and would provide a great opportunity to inform and strengthen sense of community.

Fountain/Water Feature

A primary fountain should be considered for further study recognizing that a secured long term local sponsorship is essential. A permanent endowment for operation and maintenance is feasible and would ensure enjoyment of such a special element by future generations. A design that features interaction such as a children's wading pool is encouraged. A passive or low volume water feature should also be considered, but not necessarily as a substitute for a primary water feature.

Architectural Structures

Permanent structures in the park should be limited to minor areas for weather protection and information kiosk. However the design should anticipate locations for temporary structures for special events

Public Restrooms

Public restrooms are not recommended due to cost and security concerns. Ongoing planning efforts should consider the future ability to provide public restrooms if local sponsorship could ensure maintenance and safe operation.

Parking

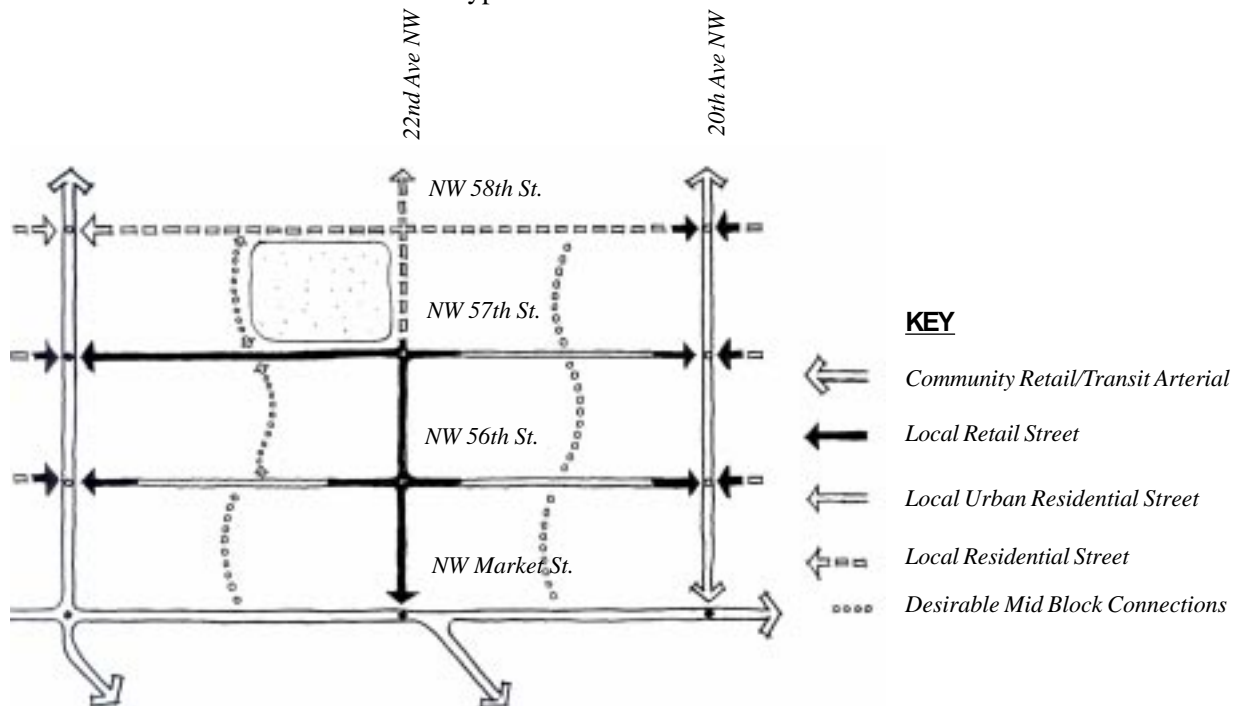
Since the park is intended to primarily serve the surrounding residential and commercial neighborhoods and due to limited space, designated off-street parking is not recommended for the park. On-street ADA parking spaces should be signed and designated directly adjacent the park.

Implementation

Streets

Concept

This plan should encourage maximum use of the public street right-of-way by implementing a new, consistent, unique, and safe pedestrian-friendly streetscape design throughout the plan area. Although general design continuity is encouraged, implementation should be flexible and recognize that the streets in the plan support four distinct types of uses.



Implementation

Improvements will be primarily funded by new adjacent public and private developments. Existing city capital improvement and maintenance allocations (Seatran & DON grants), or special state, federal or private grants should provide additional funding. The Department of Neighborhoods or local civic organization should establish a street furniture gift/sponsor program. Incremental development and hence implementation of the plan is anticipated. Improvements must be implemented in half block or 200 feet (whichever is less) minimum sections of street frontage. Where developments less than a half block or 200' (whichever is less) of street frontage are proposed, the city should develop a process for completing the remaining sections that is equitable to all property owners.

Existing Conditions

This plan proposes significant street improvements to an area with existing streets, curbs, sidewalks, landscaping and utilities. Although these existing conditions have been considered and incorporated where possible, this plan is aimed specifically at avoiding piecemeal development. Consequently, relocating major infrastructure elements is recognized as an essential requirement of the plan. A balanced approach to sharing this cost between the public and private development is an important objective of the plan.

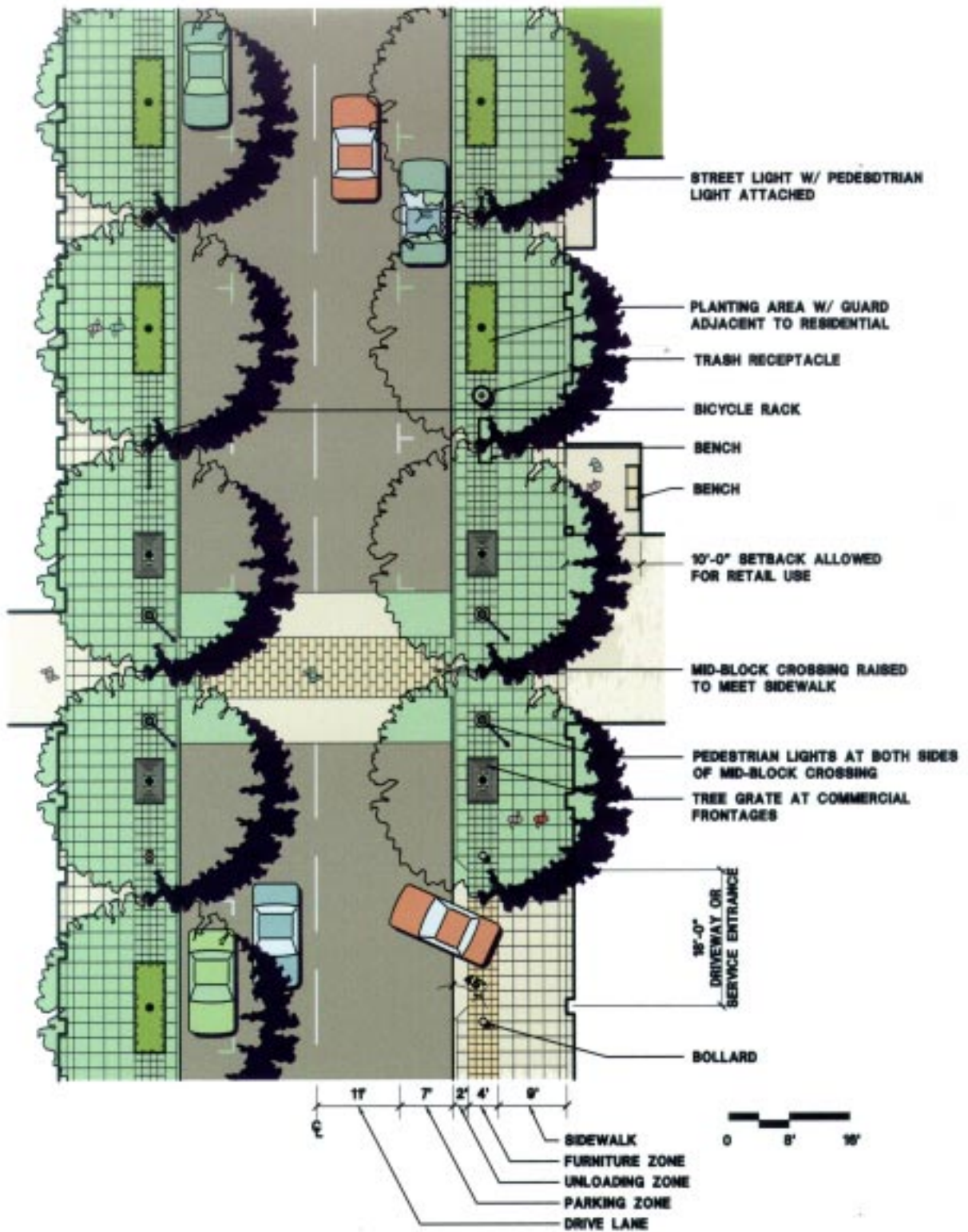
Existing street trees and planting

Both mature and immature street trees and landscaping exist in the plan area. Generally these trees are not in the location that allows for the most efficient use of the street. Where possible existing street trees should be relocated to the new location per the street framework plan. Mature trees should be considered for replacement and newer trees should be evaluated for general health.

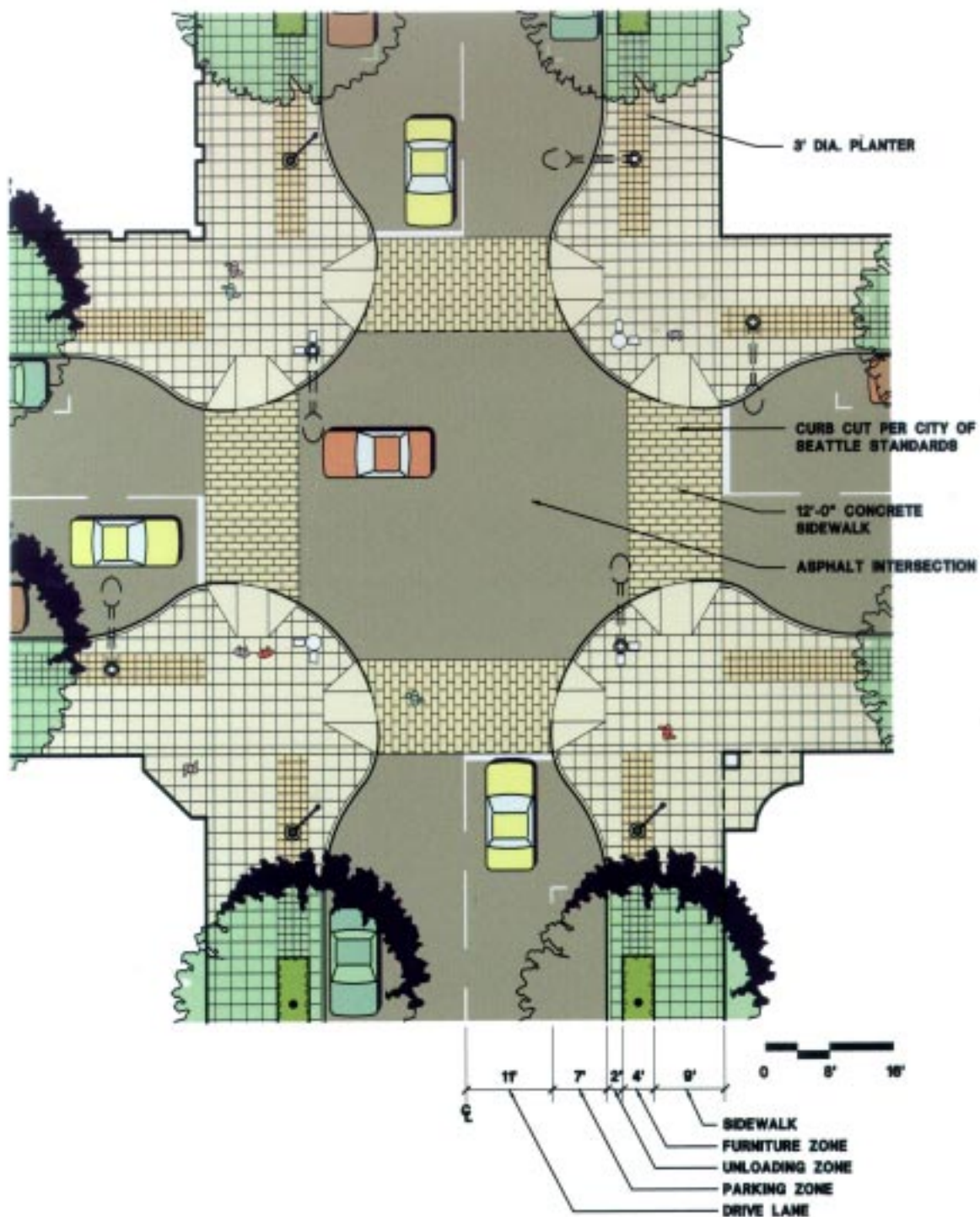
A significant number of mature Linden trees exist on NW 57th St. between 20th Avenue NW and 24th Avenue NW. Lindens are generally not good street trees since they drop sticky ‘sooty-mold’ on cars and street furniture. The plan strongly encourages replacing Lindens with the plan street tree adjacent new development as it occurs.

Existing utilities

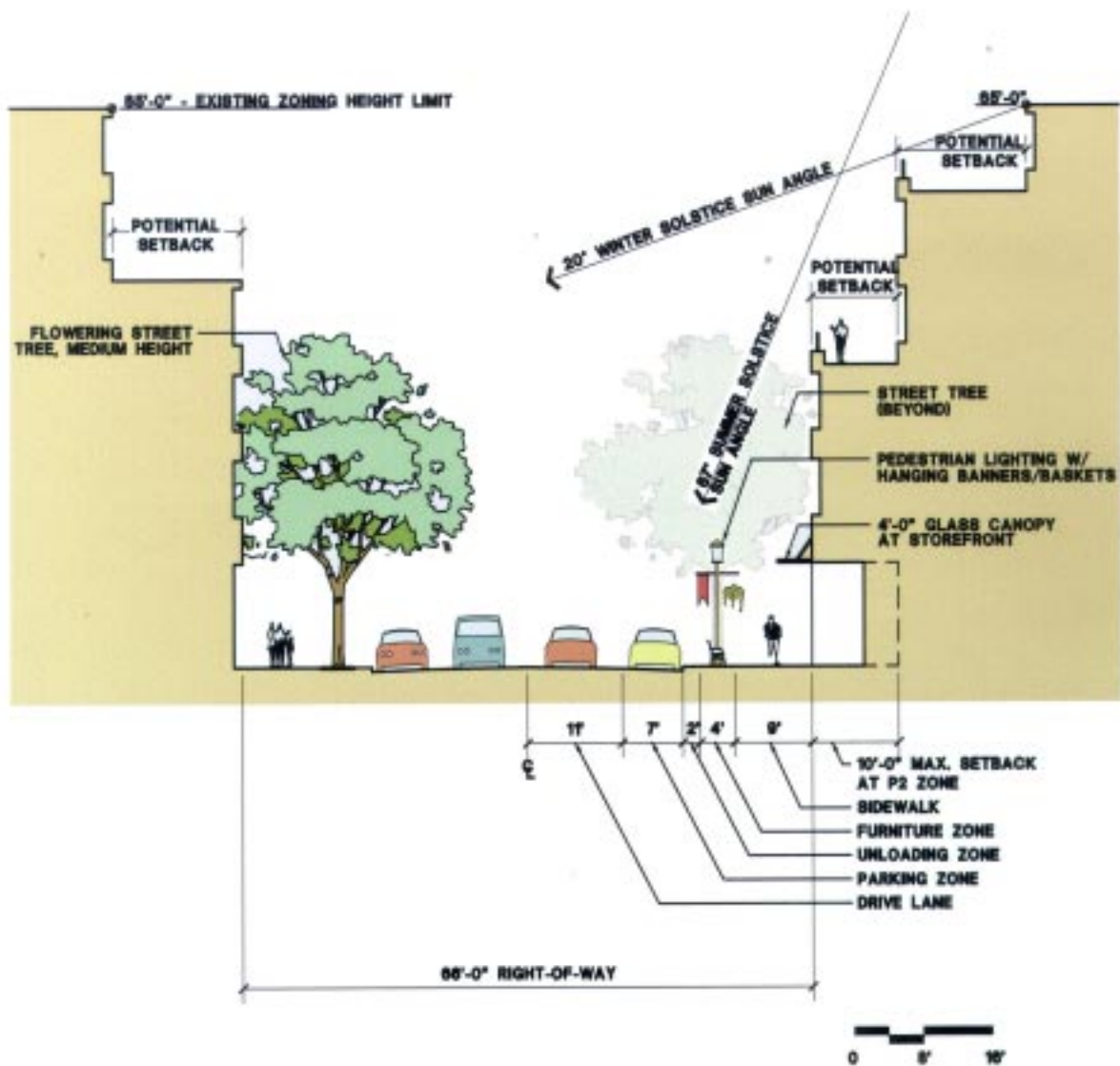
Extensive underground and surface utilities exist in the plan area. Based upon preliminary analysis, the underground utilities generally accommodate the new proposed street geometry. The extensive surface utilities however, restrict both the street tree size and adjacent development options that will contribute to making the area more pedestrian oriented. Potential City Light required setbacks are in addition to code requirements and may be in conflict with the desired building /street relationship. Relocating all surface utilities underground should be a high priority of the plan. New locations should be coordinated with other utilities and generally located under either the roadway or paved sidewalk areas and not within the planting strip. Property owners and/or developers could sponsor the undergrounding of utilities as a City Light ‘Neighborhood Power Project’ and participate in Seattle Public Utilities ‘Adopt-a-street’ program for the entire plan area. New SPU projects should be carefully integrated in this plan. New storm water capital improvement projects should be coordinated with implementation of



This partial street plan illustrates a typical built-out condition for a mid block section of one of the east-west streets.



This partial plan of an intersection illustrates several of plan recommendations for the ultimate built-out condition.



This street section illustrates the scale of potential development and new street design elements recommended by the plan.

Proposed Street Characteristics

This plan calls for new street dimensions and geometry. Although all streets are seen as multipurpose, a primary function is envisioned for each street in the plan area as follows:

ROW	Desired BMC function
NW 56 th St.	Commercial street with primary parking potential
NW 57 th St.	<i>Urban residential</i> * street, primary thorough connection
NW 58 th St.	<i>Urban residential</i> * 'edge' street
20 th Ave. NW	Auto/Bicycle connection to Central/NE neighborhoods
22 nd Ave. NW	Primary pedestrian connection to NW Market St.
24 th Ave. NW	Auto/transit connection to Loyal Heights & NW neighborhoods

** NC3/R modified to allow ground related residential use: see 'Buildings' section*

Two way streets are recommended throughout the plan area to maximize flexibility and vehicular circulation. All streets and avenues in the plan area are 66' wide except 24th Ave. NW which is 100'. 24th Avenue NW is not recommended for reconfiguration. A consistent cross section dimension is also proposed for both the north-south avenues and east-west streets with minor deviations that respond to respective goals for pedestrian activity, connectivity and green space.



A consistent design that features simple yet quality materials will help create continuity in the plan area.

Sidewalks

A continuous nine foot wide sidewalk is recommended adjacent all new development. The minimum and recommended construction standard is for reinforced, uncolored, four inch thick concrete, scored in two by two foot rectangular panels, orthogonal to the street, with the one foot band adjacent the parcel edge. The concrete should be lightly broom finished, perpendicular to the direction of the sidewalk, less than one half inch deep joints and no visible remaining edge tool marks. The one foot band adjacent the parcel edge may be finished at the discretion of the adjacent development design and is suggested as a tile art opportunity. Sidewalks should be thickened to six inches under driveways and at all edges, including planters, tree grates and curbs. This standard is easily matched to adjacent developments and repaired over time as required by utility reconstruction.

Planting strip/ furnishing zone

A continuous four foot wide planting strip and pedestrian furnishing zone is recommended adjacent the sidewalk. Planting areas for trees and/or tree grates must be a minimum of six foot in length. The four by six foot dimension is preferred over the five by five foot city standard to provide wider sidewalks and to emphasize the linearity of the street. Tree grates are recommended on avenues and adjacent retail storefronts. All other areas may substitute planting beds provide per requirements listed below. Areas between planters must be red, sand set, nominal size brick. Brick paving allows the flexibility to accommodate existing conditions, art opportunities, greater tree aeration, water permeability, as well as accepting sidewalk runoff. Paving sub base must be compacted to adequately to prevent sinking. Multiple variations of 'red' brick and patterns are allowed. The preferred pattern is a running bond parallel to the street.

Loading curbs

A continuous two foot wide auto passenger loading curb is recommended between the planting strip and roadway. The curbs should be standard concrete, constructed and finished consistent with the sidewalk with a six inch 'curb' score line. The curb is intended to maximize parallel parking options by allowing passengers to keep their feet dry adjacent planting strips or street tree. It also functions as an appropriate location for parking regulation signs and vehicular curb cuts.

Pedestrian crossings

An eight foot wide concrete pedestrian crosswalk with a brick stamp pattern is recommended at all corners of all street intersections. Crosswalks at mid-block pedestrian connections should be raised to sidewalk level to calm traffic by creating a 'speed hump'.

Curb bulbs

Curb bulbs are recommended at all intersections. The design should minimize size to maximize on street parking. Planting is not recommended at curb bulbs due high traffic and maintenance difficulties. Instead these are appropriate locations for fire hydrants, information kiosks, bike racks, newspaper vending machines and public art projects.

Curb radius

Radiuses should be 20' on 22nd Avenue NW and 25' on 20th & 24th Avenue NW per SeaTran standards for applicable street classifications. Truck access is anticipated to and from 20th & 24th Avenue NW and not turning onto 22nd Avenue NW.

Curb cuts

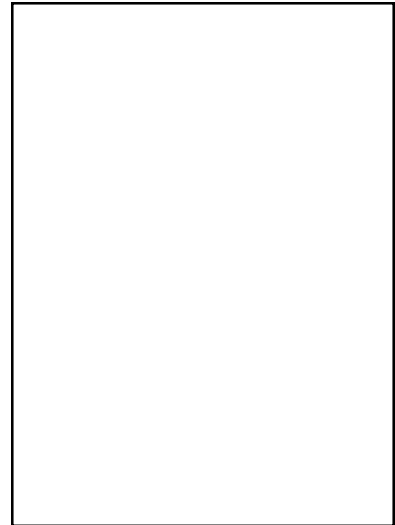
Curb cuts should only allowed on East/West streets and are strongly discouraged on north/south avenues since they interfere with pedestrian movement and development opportunities. Curb cuts should not exceed 20' in width and be limited to the extent feasible. Cuts shall be 1:4 slope to the sidewalk level which will function as 'speed bump' and fit within the two foot loading curb dimension.

On street parking

A seven foot wide striped parallel parking strip, either concrete or asphalt and per SeaTran standards is recommended. Parallel parking is recommended over angle parking due to right-of-way limitations for preferred two-way circulation and pedestrian improvements. Parallel parking also provides more flexibility to locate curb-cuts and a more efficient use of the ROW.

Roadway

11' wide vehicular travel lanes are recommended per SeaTran standards



Bus stop bulbs

A eight foot wide by 40' long in-lane bus stops should be installed on 24th Avenue NW between NW 57th and 58th St. Bulb stops will increase transit speed and maximize on-street parking spaces.

Traffic Controls

Appropriate traffic control devices should be comprehensively installed to ensure a safe and attractive environment for pedestrians. Vehicular truck/ service access should only primarily from 20th and 24th Avenues to maintain 22nd Ave as the primary pedestrian connection. Suggested traffic control are listed below:

Control device	Location/Comments
Stop signs (4-way)	22 nd /57 th , 22 nd /58 th (remove traffic circle at 22 nd /58 th)
Stop lights (4-way)	22 nd /56 th , 20 th /56 th (relocate ext'g overhead lights to corner poles)
Pedestrian activated	24 th /56 th , 24 th /58 th , 20 th /57 th and 20 th /58th
Marked crosswalks	Mid-block pedestrian connections w/ raised, patterned pavement; Unique lighting required at each curb ramp.

Pedestrian Furnishings, Street Trees and Landscaping Specifications

Pedestrian furnishings should be installed only in planting strip/ pedestrian furnishing zone and maintain a nine foot clear sidewalk width at the narrowest point. Pedestrian furnishings should be allowed and encouraged adjacent any usable open space where the required sidewalk width is maintained.

Benches

One bench is recommended per 100' street front or per development, whichever is greater. Multiple designs are specifically allowed to enliven the quality of the pedestrian environment provided the benches are minimum of six foot in length and of durable design, construction and finish. (Steel, concrete, heavy timber and/or recycled plastic) Benches and other features should be bolted through brick paving to concrete foundation pads below.



Benches, trash receptacles and other pedestrian furnishings should be durable, well constructed and installed..

Trash Receptacles

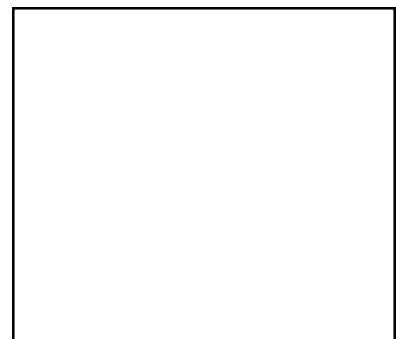
One Trash Receptacles shall be required per 200' street front or per development, whichever is greater. Recycling containers should be studied to see if they are successful in public spaces. Frequently the lack of control discounts the feasibility.

Bicycle Racks

One bicycle rack is recommended per 100' street front or per development, whichever is greater. The city standard bike rail is recommended.

Landscape railing

A landscape railing is recommended at all existing and new surface parking conditions and set at the property line to help define the public right of way and hide parking. Multiple designs should be allowed provided they are between 2'-6" and 3'-6" high, steel construction with vertical pickets.



Landscape railings help screen adjacent surface parking and reinforce a consistent street edge in absence of continuous building edge



Pedestrian lighting

Seattle City Light has responded to significant city-wide neighborhood interest in pedestrian scale lighting by developing a pedestrian lighting program. Since City light is responsible for ownership, maintenance and repair of the lighting, options are limited to particular standard poles and four different styles. All lights are energy efficient high-pressure sodium. The light recommended for the plan area is Type 'C' (ZED: Nostalgia - Z47A) with a 14' high fluted pole and decorative base cover (B104). This design provides the best civic character. Proposed lighting locations are provided on the street framework plan.

Street lighting

New steel street lighting poles and luminaries should be provided as coordinated with relocating the utility poles underground. The poles should be well designed and high quality similar to those used in downtown Seattle. The standard 'cobra head' attached to a wood pole is not recommended for continued use in the plan area.

Hanging planters and banner Brackets

Street lighting poles should accommodate hanging planters and banner brackets.

The preferred pedestrian street light and pole for the plan area exhibits an appropriate 'civic' character.

‘Gateway’ signs

Special ‘Gateway’ signs are not recommended by this plan. Successful comprehensive implementation of a consistent and quality streetscape will provide necessary distinction for the district and not cause confusion with other Ballard districts.

Parking regulations signs and/or meters

Signs and meters located in loading curb should be determined by City policy in cooperation with local businesses and civic organizations.

Newspaper racks

Modular newspaper vending machines are recommended to control clutter and maximize pedestrian space. Racks should be located in the pedestrian furnishing zone or curb bulb area.

Bollards

Bollards are optional; only as required by adjacent driveway entrances to protect trees, planting areas and/or pedestrians.

Drinking Fountains

Optional, multiple designs are encouraged.

Special paving

Former ‘City of Ballard’ street name tiles should be installed on all on corners.

Color

All steel pedestrian furnishings should be painted a consistent color as selected by a community preference survey.



The traditional inset tile Ballard street names should be installed at the street intersections consistent with other streets in the area.



The Aristocrat Pear offers seasonal flowering, vibrant fall color and a minimum of debris.



Street trees

Consistently spaced street trees will create the primary identity for the street. Street trees are required for on all streets except 20th Ave. NW. Trees shall be planted at an 30' overall spacing average, ranging from 24' min. to 33' max. as required to accommodate driveway locations/ unique existing features and as coordinated with the 18' maximum driveway width recommended by this plan and SeaTran street tree distance requirements.

'Aristocrat' Pear or similar medium sized trees (30'-40' height, 25'-30' spread) that will provide seasonal flowering, vibrant fall color, and minimum debris are required. New trees should be a 3" caliber minimum. Existing street trees may be relocated to the new location if they are in general good health. All street trees shall be irrigated and provide for seasonal or special events lighting.

Tree grates and guards

Tree grates are recommended adjacent to all commercial uses where high pedestrian traffic is anticipated. This includes all frontage on 20th, 22nd and 24th Avenues. The standard for tree grates will be Urban Accessories: Chinook 4'x 6', or similar design by alternate manufacturer. Tree guards are only recommended at special conditions where unique tree protection is required

Surface Planters

Multiple designs shall be allowed provided they provide a 3.14 sq. ft. minimum of planting area (e.g. 2' diameter or 1' 6" square) .



The recommended tree grate 'Chinook' from Urban Accessories is a simple yet elegant design

Planting beds and guards

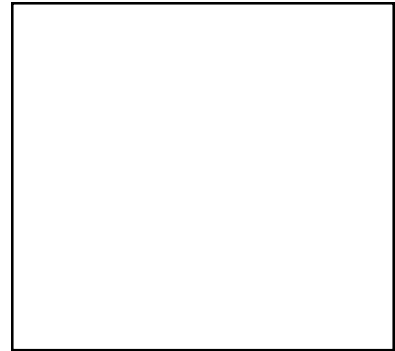
Planting beds are recommended around trees on E-W Streets where adjacent to residential use. Beds should be 4' wide and range from 6' to 12' in length. Low (12") decorative/painted steel planting guards shall be provided at all planting beds to protect the planting and keep refuse and debris out. Multiple designs shall be allowed provided they are steel and of durable design, construction and installation. Unique planting guards are a potential public art opportunity.

Curb bulb planting

Curb bulb planting is not recommended due to heavy pedestrian activity and the difficulty to maintain properly. Curb bulbs are appropriate locations for information kiosks, public telephones, newspaper vending, bicycle racks, and trash receptacles.

Public Art

A variety of public art projects in the sidewalk are possible and encouraged.



Planting beds, with guards are recommended adjacent residential developments



Buildings

Concept

This plan will guide the development of attractive and high quality new commercial, mixed use and residential buildings that clearly define the public street spaces, maximize solar access to the street/park and provide a delightful and vibrant pedestrian environment.

Design Guidelines

The existing City design guidelines are generally appropriate and should be applied to developments within the plan area. Particular emphasis is placed on connecting development related pedestrian activity to the street and clearly defining public space. Although no single architectural theme is proposed, designs should propose creative and contemporary architectural solutions that utilize high quality materials and provide interesting details. Guidelines addressing a heightened sensitivity adjacent low density residential uses or privacy setbacks are generally not appropriate to this plan.

The master plan emphasizes unique design guidelines for five distinct areas recognized by the plan.

- Developments surrounding the park (A)
- Institutional developments (B)
- Mixed-use developments on 20th, 22nd and 24th Avenues NW (C)
- Mixed-use/residential developments located mid-block on NW 56th, 57th and 58th Street. (D)
- Single-use residential developments on NW 58th Street. (E)



Development surrounding the park

West edge: The west edge of the park is currently zoned NC3 with a 65' height limit. Townhouse style residential development, where units have direct access to the public right of way, is the most appropriate type of development directly fronting this side of the park. Commercial storefronts or blank walls are not appropriate and should not be allowed directly adjacent to the park. Access to the front doors of these residences should be provided via a paved and well lit public access pedestrian connection. A ten foot landscaped setback from the park property to the building edge is recommended with a low landscape fence or low hedge defining the park property edge. This connection should be integrated as an extension of the mid-block pedestrian connection system. The path should be pedestrian only but allow for special emergency and loading vehicles with bollards at each end. Development above the ground related residential should be set back and/or modulated to increase solar exposure to the street.

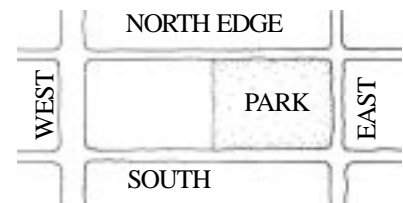


Residential development with direct access to the park is the most appropriate development adjacent the park

The remaining development west of the park should provide a primary retail entrance on 24th Avenue NW at NW 57th Street and a secondary retail entrance at the corner of 24th/58th that accommodates the floor height for the eight foot drop in grade along 24th Avenue NW. Residential access (both vehicular and pedestrian) is most appropriate on 58th Street NW. Service access, loading docks and refuse should be internal to the development or carefully screened if feasible. In general the overall development massing should maximize the solar access to the park. New at-grade parking areas should minimize exposure to the street edge.

North edge: The property line edge along the north side of NW 58th Street is zoned for Mid-rise residential zoning with a 60' height limit. New development should provide a landscape fence or low dense hedge planting to help define the street edge.

East edge: The property line edge along the east side of 22nd Avenue NW, north of NW 57th Street is zoned for Low rise (L3) and mid-rise (MR) with 30' and 60' height limits respectively. New development should provide a landscape fence or low dense hedge planting to help define the street edge.



Developments on each side of the park offer unique opportunities to reinforce the design goals and objectives

South edge: Institutions such as the new library, future performing arts space or civic clubs are preferred along the south edge of the park. These uses help formalize and dignify the park and are usually not built to the zoned height limit, preserving solar access to the park. However if mixed use developments occur, they should provide active storefront retail uses along the entire south edge of NW 57th Street, west of 20th Avenue NW and provide a consistent street wall with two-story minimum height. Setbacks from the property line should be allowed up to ten feet consistent with pedestrian zoning requirements. Developments should also be set back above the two story height and/or modulate the facade to enhance solar exposure to the park. A mid-block pedestrian connection is strongly encouraged in exchange for a departure from open space requirements.

Institutional development

Public and private institutional development is encouraged throughout the plan area, but particularly in locations directly fronting the park. The design of institutional buildings should be distinguished from commercial and residential buildings by its location on the site, materials and massing. Maximum setbacks should not apply to institutional development.

Mixed use development on Avenues

Parcels directly fronting on the north-south running avenues are generally zoned as NC3 with a 65' height limit. A pedestrian overlay should be considered to apply to all of the area on Avenues between 24th Avenue NW, 20th Avenue NW, 57th Street, and the alley north of Market Street. Parcels below NW 57th Street should encourage active storefront retail and pedestrian activity. Maximum setback requirements of pedestrian overlays should be waived at street corners in lieu of usable open space or small retail lined plazas, both encouraged uses. Buildings should maintain a consistent street wall up to a minimum of two story development and provide a set back(s), particularly on the west side of the avenue, beyond three stories to enhance solar access to the street and avoid a 'canyon' effect. Height departures should be allowed for a one floor penthouse, where such additional height is setback and demonstrated as not diminishing the solar access to the park, street or adjacent developments from existing allowable development.



Developments on Avenues should provide vibrant commercial retail activity and human scale.

These provisions should apply around the corner for minimum of 100' of frontage on the adjacent street. Vehicular entrances should be discouraged on the avenues. Continuous overhead weather protecting canopies should be provided on buildings adjacent the sidewalk.

Mixed use and residential on Streets

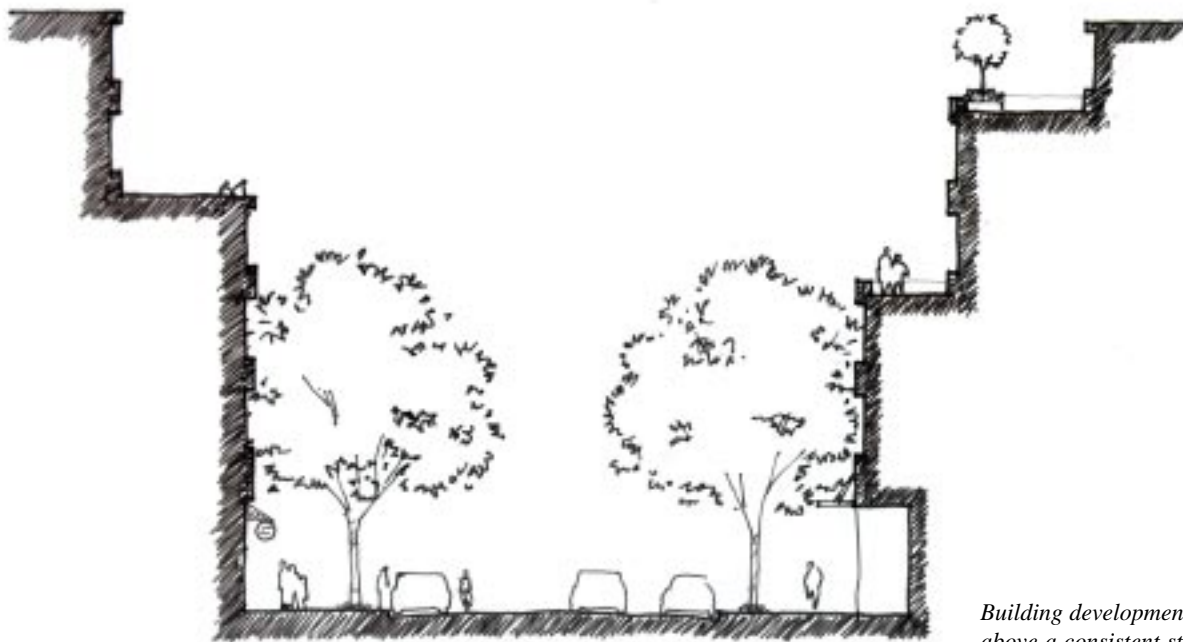
Parcels directly fronting on the east-west running streets are generally zoned NC3 -65' with a 65' height limit. Parcels located mid-block between avenues on these streets should allow for single use and/or ground related residential use. Buildings should maintain a consistent street wall up to a minimum of two story development and provide a set back(s), particularly on the south side of the street, beyond three stories to enhance solar access to the street and avoid a 'canyon'. Deviations from the consistent street wall should be allowed for public usable open spaces. Designs should provide facade modulations that break down the scale of larger developments to recall the underlying original 50' parcel sizes. Height departures should be allowed for a one floor penthouse, where such additional height is setback and demonstrated as not diminishing the solar access to the park, street or adjacent developments from existing allowable development. Where appropriate, mid-block pedestrian connections are strongly encouraged in exchange for a departure from open space requirements.



Mid-block areas of streets should allow residential developments that have entrances that open directly onto the sidewalk and activate the street.

Single-use residential on NW 58th St.

Townhouse or other ground related residential developments are encouraged on NW 58th Street. New development should mark the property line with a landscape fence or low dense hedge planting to enhance the continuity of the street



Building developments should set back above a consistent street wall to allow sunlight in.

Recommended Land-use Code Modifications

This plan ensures a high quality and character of development primarily through the established design guideline process. There are three code issues, however, that are recommended for code modifications.

1. All new developments should be required to implement the streetscape improvements under this plan, including modification to the existing curb line. Currently, in the existing zoning, new developments are not required to improve the sidewalk environment if an existing curb is in place. Since there will be a direct benefit to future developments from a complete implementation of this plan, it is suggested that the costs for these improvements be shared with the development.
2. An 'urban residential' zoning designation should be developed for mid-block parcels on 56th, 57th and 58th Streets and fronting on the park that allows mixed/single use ground related residential uses without densities restrictions. The current area does not allow single use residential outright. Since there is a considerable amount of commercial development capacity in the area, including on Market St., mid block portions of the street should allow residential development in a configuration that enlivens the street. This development should be built in a way that could be converted retail/commercial if it became viable.
3. A pedestrian overlay zoning designation should be extended from Market Street to NW 57th Street on 20th, 22nd, and 24th Avenues NW. A P1 designation currently exists on Market St. between 20th and 24th Ave. NW. This designation requires development to build in a manner that supports and active sidewalk and relieves the development of parking requirements due to available transit service and local residential density. Several less prescriptive versions of this zoning currently exist in the City. The most appropriate of these options should be applied to 20th, 22nd, and 24th Avenues NW.